

Serial No.: 10/707,782
Confirmation No.: 1781
Applicant: OLSSON, Karl-Erik
Atty. Ref.: 07589.0151.PCUS00

AMENDMENTS TO THE CLAIMS:

1. (Original) A vehicle having at least two pairs of driving wheels of which one pair is steerable in relation to the longitudinal axis of the vehicle, said vehicle comprising: a first transmission branch and a second transmission branch, the transmission branches connected to one another by way of a fork and one of said transmission branches being directly connected to a drive shaft, the second transmission branch is connected to the fork by way of a control unit provided with control means for varying the transmission ratio in the second branch and each of a plurality of steerable wheels being connected to the drive shaft via a separate control unit.
2. (Original) The vehicle as recited in claim 1, wherein the control unit utilizes a steering lock angle of the vehicle as a control parameter.
3. (Original) The vehicle as recited in claim 1, wherein the control unit comprises a continuously variable gear.
4. (Original) The vehicle as recited in claim 1, wherein the control unit comprises a planetary gear-set and a control motor configured to influence the transmission ratio of the planetary gear-set.
5. (Original) The vehicle as recited in claim 4, wherein the planetary gear-set comprises sun gear, planet carrier with planet wheels and internal gear.
6. (Original) The vehicle as recited in claim 5, wherein the element comprises a worm gear.
7. (Original) The vehicle as recited in claim 5, wherein the element comprises a hypoid gear.
8. (Original) The vehicle as recited in claim 4, wherein the control motor is connected to the sun gear.

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9. (Original) The vehicle as recited in claim 8, wherein the connection between the internal gear and the axle differential extends coaxially through the sun gear and the control motor is configured to interacting with the sun gear by way of a gear.
10. (Original) The vehicle as recited in claim 8, wherein the control unit is fitted between a drive shaft and a driving wheel so that the drive shaft interacts directly with the internal gear and the driving wheel interacts directly with the planet wheels.
11. (Original) The vehicle as recited in claim 10, wherein a hub reduction gear is arranged between the planet wheels and the driving wheel.
12. (Original) The vehicle as recited in claim 11, wherein the connection between the internal gear and the drive shaft extends coaxially through the sun gear, the control motor interacting with the sun gear by way of a gear.
13. (Original) The vehicle as recited in claim 8, wherein the control unit is fitted between a drive shaft and a hub reduction gear so that the drive shaft interacts directly with the internal gear of the control unit and planet wheels of the control unit interact directly with the sun gear of the hub reduction gear.
14. (Original) The vehicle as recited in claim 13, wherein the control unit and the hub reduction gear are jointly fitted in a suspension arm pivoted coaxially with the drive shaft.
15. (Original) The vehicle as recited in claim 1, wherein the vehicle is an articulated truck such as a dumper.